



ORDER NUMBER
G-30-26

IN THE MATTER OF
the *Utilities Commission Act*, RSBC 1996, Chapter 473

and

British Columbia Hydro and Power Authority
Public Electric Vehicle Charging Service Rates Year One Evaluation Report

BEFORE:

A. K. Fung, KC, Commissioner

on February 23, 2026

ORDER

WHEREAS:

- A. On August 29, 2025, British Columbia Hydro and Power Authority (BC Hydro) submitted its Year One Evaluation Report on its Public Electric Vehicle (EV) Charging Service Rates to the British Columbia Utilities Commission (BCUC), in which it applied for, among other items, approval of a 5 percent increase to the fast-charging rate for its public electric vehicle charging service set out in Rate Schedule (RS) 4100, effective April 1, 2026 (Application);
- B. By Decision and Order G-67-24 dated March 13, 2024 (2024 Decision), the BCUC approved on a permanent basis energy-based rates for BC Hydro's public EV charging service of 28.28 cents per kilowatt-hour (kWh) for Level 2 charging and 34.34 cents per kWh for all fast-charging stations under RS 4100, before any applicable Deferral Account Rate Rider or Trade Income Rate Rider adjustments;
- C. In the 2024 Decision, the BCUC directed BC Hydro to file an evaluation report by August 31, 2025, to report on, among other items, the performance of BC Hydro's public EV charging service rates;
- D. BC Hydro requests that redacted information provided in the Application and Appendix A to the Application be held confidential because they contain commercially sensitive information;
- E. By Order G-235-25 dated September 26, 2025, the BCUC established a regulatory timetable for the review of the Application, which included public notice, intervener registration, one round of information requests, letters of comment, and final and reply arguments;
- F. On December 22, 2025, BC Old Age Pensioners' Organization, Council of Senior Citizens' Organization of BC, Active Support Against Poverty, Disability Alliance BC, Tenants Resource and Advisory Centre, and Together Against Poverty Society (collectively, BCOAPO) filed two final arguments of which one was filed on a confidential basis (Confidential Final Argument);

- G. On January 7, 2026, the BC Public Interest Advocacy Centre filed a letter with the BCUC advising that the individual organization, the BC Old Age Pensioners' Organization, was withdrawing as an intervener in this proceeding and moving forward, the remaining organizations collectively referred to as BCOAPO would continue as an intervener in this proceeding, under the name of "COSCO";
- H. On January 12, 2026, BC Hydro filed its reply argument in which it noted that the majority of COSCO's Confidential Final Argument is not confidential; and
- I. The BCUC has reviewed the Application, evidence, and arguments filed in the proceeding and makes the following determinations.

NOW THEREFORE for the reasons outlined in the decision accompanying this order, the BCUC orders as follows:

1. BC Hydro is approved to increase its EV fast-charging rate set out in RS 4100 by 6 percent, effective April 1, 2026.
2. BC Hydro is directed to file tariff pages reflecting the approved EV fast-charging rate set out in RS 4100 with the BCUC by March 10, 2026 for endorsement.
3. BC Hydro is directed to file its next evaluation report on its EV charging service by October 16, 2026, containing the information items outlined in Section 2.2 of the decision accompanying this order.
4. BC Hydro is directed to file a subsequent evaluation report on its EV charging service by August 31, 2027, containing the information items outlined in Section 2.2 of the decision accompanying this order.
5. COSCO is directed to file written submissions by March 9, 2026, with respect to the confidentiality of information contained in the Confidential Final Argument, in accordance with the determinations set out in Section 3.2 of the decision accompanying this order. The unredacted version of the decision accompanying this order will be held confidential pending a final determination on confidentiality in this proceeding.

DATED at the City of Vancouver, in the Province of British Columbia, this 23rd day of February 2026.

BY ORDER

Electronically signed by Anna Fung

A. K. Fung, KC
Commissioner

British Columbia Hydro and Power Authority
Public Electric Vehicle Charging Service Rates Year One Evaluation Report

DECISION

Table of Contents

Page no.

Executive Summary	i
1.0 Introduction	1
1.1 Application and Approvals Sought	1
1.2 Background.....	1
1.3 Regulatory Process	2
1.4 Structure of the Decision.....	2
1.5 Existing BC Hydro EV Charging Rates and Rate Design	3
2.0 Year One Evaluation Report	3
2.1 Proposed Rate Increase.....	3
2.1.1 Updated Forecast Cost Recovery Results.....	4
2.1.2 Financing Costs.....	7
2.1.3 Overall Determination on Proposed Rate Increase	9
2.2 Future Evaluation Reports.....	12
3.0 Other Matters	16
3.1 Other Matters Raised by Interveners.....	16
3.2 Confidentiality Request	17

APPENDICES

APPENDIX A LIST OF ACRONYMS AND TERMS

APPENDIX B EXHIBIT LIST

Executive Summary

On August 29, 2025, British Columbia Hydro and Power Authority (BC Hydro) filed its Year One Evaluation Report on its Public Electric Vehicle (EV) Charging Service Rates with the British Columbia Utilities Commission (BCUC) seeking approval of a 5 percent increase to the fast-charging rate for its public EV charging service set out in Rate Schedule (RS) 4100, effective April 1, 2026 (Application or Evaluation Report). In its Decision and Order G-67-24 dated March 13, 2024, the BCUC approved permanent energy-based rates for BC Hydro's public EV charging service. The BCUC also directed BC Hydro to file an evaluation report by August 31, 2025, to report on, among other items, the performance of BC Hydro's public EV charging service rates. BC Hydro filed the Evaluation Report in compliance with this directive.

Following the BCUC's review of the Application, BC Hydro is approved to increase its fast-charging rate set out in RS 4100 by 6 percent, effective April 1, 2026. The Panel considers that a 6 percent increase to BC Hydro's fast-charging rate at this time would adequately reduce the risk of needing to heavily back-end load cost recovery during the 10-year levelized period without causing rate shock, even taking into account the impact of BC Hydro's general rate increase. Further, given the competitive nature of the EV fast-charging service market, the Panel is persuaded that the approved rate increase would not have an undue negative impact on EV charging service customers.

BC Hydro initially sought approval to file the next evaluation report on its public EV charging service by August 31, 2027 (2027 Evaluation Report). In the course of the proceeding, BC Hydro committed to filing an earlier evaluation report with a limited scope by October 16, 2026 (2026 Evaluation Report) to inform any changes required to its EV charging rates from April 1, 2027 to March 31, 2028 (Fiscal 2028).

The Panel finds that a filing deadline of October 16, 2026 for the 2026 Evaluation Report, with a limited scope, strikes an appropriate balance between regulatory oversight and efficiency. The EV market in BC is evolving rapidly. The 2026 Evaluation Report can inform timely adjustment of rates in Fiscal 2028 if required.

A filing deadline of August 31, 2027 for a more comprehensive 2027 Evaluation Report will enable BC Hydro to assess its updated 10-year forecast cost recovery results and the revenue to cost ratio in further detail. The timing of the 2027 Evaluation Report will give BC Hydro an opportunity to collect meaningful data to perform a more detailed assessment. In the 2027 Evaluation Report, the Panel also expects BC Hydro to propose adjustments to the currently approved levelized rate design structure and/or alternatives if the cost recovery data supports such a full-scale re-examination.

1.0 Introduction

On August 29, 2025, British Columbia Hydro and Power Authority (BC Hydro) filed its Year One Evaluation Report on its Public Electric Vehicle (EV) Charging Service Rates with the British Columbia Utilities Commission (BCUC) seeking approval of a 5 percent increase to the fast-charging rate for its public EV charging service set out in Rate Schedule (RS) 4100, effective April 1, 2026 (Application or Evaluation Report). BC Hydro also seeks approval to file the next evaluation report on its public EV charging service by August 31, 2027.

By Decision and Order G-67-24 dated March 13, 2024 (2024 Decision), the BCUC approved, on a permanent basis, energy-based rates for BC Hydro's public EV charging service for Level 2 charging and fast-charging stations, effective June 1, 2024.¹ These energy-based rates reflect certain key inputs and assumptions in a rate model that contemplates the full recovery of costs of BC Hydro's public EV charging service on a levelized basis over 10 years.

In the 2024 Decision, the BCUC directed BC Hydro to file an evaluation report on its public EV charging service by August 31, 2025, regarding, among other items, the performance of BC Hydro's public EV charging service rates.² BC Hydro filed the Evaluation Report in compliance with this directive.

1.1 Application and Approvals Sought

As already noted, BC Hydro seeks approval to:³

- Increase the fast-charging rate for its public EV charging service by 5 percent, effective April 1, 2026; and
- File the next evaluation report on its public EV charging service by August 31, 2027.

BC Hydro is not proposing any changes to the Level 2 charging rate, extended stay charge (Idle Fee), or any other terms and conditions of RS 4100.⁴

1.2 Background

In 2018 and 2019, the BCUC conducted an inquiry into the regulation of EV charging service in British Columbia (BC) (EV Inquiry)⁵ to canvass regulatory matters related to EV charging service rate design and rates. In the EV Inquiry, the BCUC found that the EV charging market is not a monopoly because there is more than one service provider.⁶ Further, the BCUC noted that while there are opportunities for the participation of non-exempt (i.e.

¹ BC Hydro Public Electric Vehicle Charging Service Rates, Decision and Order G-67-24 dated March 13, 2024 (2024 Decision).

² 2024 Decision, pp. 27–28.

³ Exhibit B-1, pp. 1, 4.

⁴ Exhibit B-1, p. 2.

⁵ BCUC Inquiry into the Regulation of Electric Vehicle Charging Service. Phase 1 of the EV Inquiry was completed in 2018, and it examined the BC's EV charging services market in general. Phase 2 of the inquiry was completed in 2019, and it reviewed the role of the non-exempt public utilities' participation in the EV charging services market and how they should be regulated, if at all.

⁶ BCUC EV Charging Service Inquiry Phase 1 Report dated November 26, 2018, Section 3.5.

regulated) public utilities⁷ in the EV charging service market, regulatory oversight can help to mitigate ratepayer risk for regulated public utilities and potential impact on exempt public utilities.⁸

In June 2020, the Government of BC amended the Greenhouse Gas Reduction (Clean Energy) Regulation (GGRR) to include eligible EV charging stations as prescribed undertakings for the purposes of section 18 of the *Clean Energy Act* (CEA). Under the CEA, the BCUC is: (i) required to set rates that allow public utilities to collect sufficient revenue to recover the costs incurred with respect to prescribed undertakings; and (ii) prohibited from exercising a power under the *Utilities Commission Act* in a way that would directly or indirectly prevent a public utility from carrying out a prescribed undertaking.

1.3 Regulatory Process

On September 26, 2025, the BCUC established a regulatory timetable for the review of the Application, which included public notice, one round of BCUC information requests (IRs), intervener IRs, letters of comment, and final and reply arguments.⁹ The BCUC did not receive any letters of comments on the Application.

The BCUC limited the scope of the proceeding to the approvals sought by BC Hydro. Other matters that are included in the Application (e.g. Level 2 charging rates, extended stay charge, customer experience and satisfaction, charging station deployment plan, etc.), insofar as they do not directly relate to the approvals sought by BC Hydro, were not within the scope of this proceeding.¹⁰

Four parties registered as interveners in the proceeding:

- BC Sustainable Energy Association and Vancouver Electric Vehicle Association (BCSEA-VEVA);
- Commercial Energy Consumers Association of British Columbia (the CEC);
- Residential Consumer Intervener Association (RCIA); and
- BC Old Age Pensioners' Organization, Council of Senior Citizens' Organization of BC, Active Support Against Poverty, Disability Alliance BC, Tenants Resource and Advisory Centre, and Together Against Poverty Society (collectively, BCOAPO).¹¹

1.4 Structure of the Decision

Section 1.5 of this decision provides an overview of BC Hydro's existing EV charging rates and rate design. Section 2.0 reviews BC Hydro's revised forecast cost recovery results in its updated rate model in the Application

⁷ "Regulated public utilities" here refers to EV charging service providers that are also a public utility regulated by the BCUC (e.g. FortisBC Inc. and BC Hydro).

⁸ BCUC EV Charging Service Inquiry Phase 2 Report dated June 24, 2019, Section 8.4.

⁹ Exhibit A-2, Order G-235-25.

¹⁰ Exhibit A-2, Order G-235-25, Appendix B.

¹¹ On January 7, 2026, the BC Public Interest Advocacy Centre filed a letter with the BCUC advising that its client list in this regulatory process should be modified to remove BC Old Age Pensioners' Organization effective immediately. On January 12, 2026, the Panel acknowledged that the individual organization, the "BC Old Age Pensioners' Organization," was withdrawing as an intervener in this proceeding and moving forward, the remaining organizations would collectively continue as an intervener in this proceeding, under the name of "COSCO" representing "Council of Senior Citizens' Organizations of BC, Active Support Against Poverty, Disability Alliance BC, Tenants Resource and Advisory Centre, and Together Against Poverty Society". For the purposes of this decision, the Panel will refer to this intervener as either BCOAPO or COSCO in appropriate contexts.

(2025 Rate Model) and BC Hydro’s proposed rate increase, followed by its proposal for the filing of future evaluation reports. Section 3.0 discusses certain other matters raised in the proceeding.

1.5 Existing BC Hydro EV Charging Rates and Rate Design

On January 26, 2022, the BCUC rejected BC Hydro’s proposed rates for its public EV fast-charging service because the BCUC found that the proposed rates would not fully recover the forecast cost of providing the service. The BCUC directed BC Hydro to file a new application for a permanent EV fast-charging rate based on levelized recovery of all of the cost of service.¹²

Subsequently, after reviewing BC Hydro’s new application for permanent energy-based public EV charging rates under its RS 4100 (2024 Application),¹³ the BCUC found that the permanent energy-based rates proposed by BC Hydro were cost-based and designed to fully recover the forecast cost of service on a 10-year levelized basis. The BCUC also found it appropriate for BC Hydro to establish rates on a portfolio basis to support customer acceptance and ease of understanding and to provide pricing consistency and flexibility.¹⁴

In approving BC Hydro’s proposed rates in the 2024 Application, the BCUC noted that uncertainty regarding the assumptions underlying the rate design is inevitable; however, the levelized rate design and BC Hydro’s proposed evaluation framework provided room for subsequent adjustment of the EV charging rates on a timely basis.¹⁵ The BCUC stated that an evaluation framework would be helpful, as it would track BC Hydro’s cost recovery progress for its public EV charging service and address whether BC Hydro’s EV charging rates continued to be competitive. Therefore, the BCUC directed BC Hydro to file an evaluation report with the BCUC by August 31, 2025, that would be based on a full year of experience with BC Hydro’s approved rates for its public EV charging service.¹⁶

2.0 Year One Evaluation Report

The ensuing subsections first discuss updates in key inputs and assumptions in BC Hydro’s 10-year levelized rate model and the corresponding impacts on the 10-year forecast revenue-to-cost (R/C) ratio, followed by the Panel’s overall determination on BC Hydro’s proposed rate increase. The Panel then addresses BC Hydro’s proposal for the timing and content of future evaluation reports.

2.1 Proposed Rate Increase

BC Hydro is seeking approval of a 5 percent increase to the fast-charging rate set out in RS 4100, effective April 1, 2026. When combined with BC Hydro’s approved general rate increase for the year April 1, 2026 to March 31, 2027 (Fiscal 2027),¹⁷ the overall rate increase is 8.9 percent or an average increase of \$0.76 per charging session. BC Hydro maintains that it is not proposing any changes in the 10-year levelized and portfolio-based rate structure, Level 2 charging rate, Idle Fee, or any other terms and conditions of RS 4100.¹⁸ Rather, the proposed

¹² BC Hydro Public EV Fast Charging Service Rates Application, Decision and Order G-18-22 dated January 26, 2022.

¹³ BC Hydro Public EV Charging Service Rates proceeding, Exhibit B-1 (BC Hydro Application dated July 28, 2023).

¹⁴ 2024 Decision, pp. 20–21.

¹⁵ 2024 Decision, p. 20.

¹⁶ 2024 Decision, pp. 27–28.

¹⁷ BC Hydro F2026 to F2027 Revenue Requirements, Order G-76-25 dated March 26, 2025.

¹⁸ Exhibit B-1, pp. 1–2.

rate increase is intended to reflect changes to BC Hydro’s forecast 10-year R/C ratio resulting from updates in inputs and assumptions provided in its 2025 Rate Model. The Panel reviews these updates and their impacts on the Fiscal 2025 and 10-year forecast R/C ratio below.

2.1.1 Updated Forecast Cost Recovery Results

BC Hydro states that while the forecast R/C ratio for Fiscal 2025 in the 2024 Application was 84 percent, the forecast R/C ratio for Fiscal 2025 based on the updated inputs and assumptions in the 2025 Rate Model is now 45 percent.¹⁹ For the remainder of the 10-year levelized period, BC Hydro forecasts an R/C ratio of 99.2 percent as opposed to a forecast R/C ratio of 99.5 percent in the 2024 Application.²⁰ The cumulative cost under-recovery between Fiscal 2025 and Fiscal 2029 is forecast to be approximately \$64 million as compared to the 2024 Application forecast of \$26 million. However, revenues are now expected to exceed costs in Fiscal 2030, which is two years earlier than the forecast in the 2024 Application.²¹

The table below summarizes the impact of each updated key input and assumption on the 10-year forecast R/C ratio:

Table 1: Impact of Updated Inputs and Assumptions on 10-Year Forecast R/C Ratio²²

Positive Impact on R/C Ratio	
Assumption/Input	Impact on R/C
Higher EV Stock Forecast	8%
Reduced Deployment Plan	4%
Updated Financing Costs	3%
Updated Station Energy Assumptions	3%
Negative Impact on R/C Ratio	
Assumption/Input	Impact on R/C
Changes to LCFC and CFRC	-7%
Increased Capital Cost per Port	-6%
Increased Operating and Maintenance Costs	-4%
Updated Government Funding Availability Assumption	-3%
Updated General Rate Increase Forecast	-3%

As shown in Table 1 above, the 10-year forecast R/C ratio is negatively impacted primarily by lower revenue from sale of carbon credits and higher capital and operating and maintenance (O&M) costs, and partially offset by higher EV adoption forecast and lower costs due to a reduced charging station deployment plan. These updates are briefly discussed below.

The first downward adjustment to the 10-year forecast R/C ratio arises from changes to BC Hydro’s recognition of Clean Fuel Regulations Credits (CFRC) and Low Carbon Fuel Credit (LCFC) forecasts. Pursuant to section 103(1)

¹⁹ Exhibit B-1, p. 2.

²⁰ BC Hydro filed an errata to the Application (Exhibit B-1-2) in which it updated the 10-year forecast R/C ratio from 98.7 percent to 99.2 percent.

²¹ Exhibit B-1-2, p. 3.

²² Exhibit B-1, Table 13, p. 44.

of the Clean Fuel Regulations, proceeds from the sale of federal CFRCs are required to be re-invested into EV infrastructure. BC Hydro estimates that pursuant to this approach, only 20 percent of CFRC revenue can be recognized during the year it is earned while the remaining 80 percent of this revenue is allocated to offset capital costs, amortized over the asset life of seven years.²³ However, BC Hydro inadvertently recognized the entirety of this revenue in the year it was earned in the rate model in the 2024 Application (Original Rate Model). BC Hydro explains that when the 2024 Application was filed, CFRCs had not been issued to BC Hydro and the accounting treatment of CFRC revenue was unclear at that time.²⁴ Subsequently, BC Hydro corrected this error in its 2025 Rate Model by decreasing the amount of the CFRC revenue recognized in Fiscal 2025 and over the 10-year levelized period. This correction results in \$88 million in CFRC revenue not being recognized within the 10-year levelized period and instead being deferred outside of this period, causing a reduction of approximately 12 percent in the forecast R/C ratio.²⁵ BC Hydro explains that at the same time, changes in the CFRC and LCFC forecast values over the 10-year levelized period have an offsetting impact which increases the 10-year forecast R/C ratio by approximately 6 percent. Cumulatively, these adjustments result in a 7 percent net decrease in the 10-year forecast R/C ratio.²⁶

BC Hydro has also updated the average per-port capital costs in the 2025 Rate Model, which were underestimated in the Original Rate Model. The revised capital costs, along with additional financing costs, result in a further 6 percent decrease in the 10-year forecast R/C ratio.²⁷

BC Hydro further underestimated the O&M costs in the Original Rate Model. Specifically, BC Hydro submits that labour and contractor costs were \$2.1 million higher than expected in Fiscal 2025 due to a ramp-up of charging station deployment activities along with \$0.6 million in higher costs for BC Hydro's new network platform service for that year.²⁸ BC Hydro is also forecasting increases to non-labour costs, which include network transaction fees and billing integration and feature upgrade costs due to revised vendor agreements and operational requirements to meet service levels. These updated costs result in a further 4 percent decrease in the original 10-year forecast R/C ratio.²⁹

Regarding the updates that positively impact the forecast R/C ratio, BC Hydro has increased its EV stock forecast. The increased forecast assumes higher EV adoption (approximately 826,000 EVs) compared to the forecast in the Original Rate Model (approximately 591,000 EVs) by Fiscal 2033³⁰ and an increased lifespan for an average EV from 10 to 15 years resulting from fewer retirements of existing EVs.³¹ The updated EV stock forecast results in a 8 percent increase in the 10-year forecast R/C ratio.³²

At the same time, BC hydro has revised its EV charging station deployment plan in the Application and reduced the overall planned number of stations by approximately 40 percent (i.e. from 3,305 ports forecast in the 2024 Application to 1,900 ports by Fiscal 2033). This reduction is primarily driven by a reduction in the planned

²³ Exhibit B-1, pp. 21–22.

²⁴ Exhibit B-4, BCUC IR 2.1.

²⁵ Exhibit B-1, p. 49.

²⁶ Exhibit B-1, p. 49.

²⁷ Exhibit B-1, p. 50.

²⁸ Exhibit B-1, p. 38.

²⁹ Exhibit B-1, p. 51.

³⁰ Exhibit B-1, Table 14, p. 45.

³¹ Exhibit B-1-2, p. 45.

³² Exhibit B-1, p. 44.

number of Level 2 charging stations due to higher-than-expected installation costs and lower revenues.³³ The updated EV charging station deployment plan leads to a further 4 percent increase in the 10-year forecast R/C ratio.³⁴

Positions of Parties

BCOAPO states that since the 2024 Decision, several developments have taken place that warrant re-examination of the rate design approved in the 2024 Decision, such as revised charging station deployment plans, deterioration in cost recovery performance, and an error identified by BC Hydro in the Original Rate Model regarding station utilization rates for Fiscal 2024 and 2025. BCOAPO submits that there are “structural deficiencies” embedded in BC Hydro’s rate design³⁵ and recommends the BCUC conduct “enhanced validation” of all model assumptions.³⁶ Further, BCOAPO submits that BC Hydro’s assumptions of rising EV adoption and increasing utilization of EV charging stations are no longer reliable due to structural shifts in the EV markets in North America.³⁷

[REDACTED]

[REDACTED]

The CEC recommends the BCUC find the cumulative forecast cost under-recovery between Fiscal 2025 and Fiscal 2029 of \$64 million to be unacceptable and in need of mitigation,⁴⁰ and notes that “BC Hydro’s forecasting of cost recovery has been seriously amiss after only a short period of time.”⁴¹

RCIA and BCSEA-VEVA did not explicitly comment on the updated inputs and assumptions in the 2025 Rate Model in their submissions.

In reply to BCOAPO, BC Hydro states that one oversight in its 2025 Rate Model (namely, the identified error in station utilization rates for Fiscal 2024 and 2025) does not provide grounds for re-assessment of the entire approved rate design.⁴² BC Hydro’s reply to BCOAPO’s comments regarding the approved rate design are further discussed in Section 2.1.3 of this decision. Otherwise, BC Hydro did not explicitly reply to BCOAPO’s or the CEC’s submissions above.

³³ Exhibit B-1, pp. 14–15.

³⁴ Exhibit B-1, p. 46.

³⁵ BCOAPO Final Argument, pp. 2–3, 13.

³⁶ BCOAPO Final Argument, p. 5.

³⁷ BCOAPO Final Argument, pp. 11–13.

³⁸ BCOAPO Confidential Final Argument, pp. 7–8.

³⁹ BCOAPO Confidential Final Argument, pp. 8–9.

⁴⁰ The CEC Final Argument, p. 5.

⁴¹ The CEC Final Argument, p. 15.

⁴² BC Hydro Reply Argument, p. 12.

Panel Determination

The Panel finds that the updated 10-year forecast R/C ratios for BC Hydro’s public EV charging service in its 2025 Rate Model are reasonable.

In arriving at this determination, the Panel has assessed the impacts of the updated key inputs and assumptions on the Fiscal 2025 and 10-year forecast R/C ratios. The Panel finds these updated key inputs and assumptions to be reasonable overall. While the Panel shares some of the concerns interveners raised regarding the error in the Original Rate Model, cost recovery for BC Hydro’s public EV charging service over the 10-year levelized period, and the updated forecast R/C ratios, these concerns are sufficiently mitigated by BC Hydro’s proposal to increase the fast-charging rate and by regular monitoring of the performance of that rate. The Panel echoes the BCUC’s finding in the 2024 Decision that under-recovery of costs in the early years and over-recovery in the later years are intended outcomes of the 10-year levelized rate structure for BC Hydro’s EV charging service.

Rate design is not a precise science, which is why the evaluation reporting framework exists to provide opportunities for timely adjustment of EV charging rates to optimize full cost recovery over the levelized period. That said, the Panel notes that BC Hydro proposes to file another evaluation report in August 2027 on its public EV charging service to assess, among other things, its updated 10-year forecast cost recovery results and the R/C ratio in detail, as discussed in Section 2.2 of this decision. The filing of that subsequent evaluation report would be a more opportune time to assess whether the levelized rate design and rate structures should be re-examined in whole or in part, as there will be more data from the passage of time and experience to utilize in that assessment in light of changing government policy and market dynamics.

[REDACTED]

2.1.2 Financing Costs

In the 2025 Rate Model, BC Hydro updated the financing cost it applied to EV charging capital expenditures from the weighted average cost of capital (WACC) of 6 percent that was applied in the 2024 Application to its weighted average cost of debt (WACD) of 3.6 percent.⁴³ BC Hydro explains that it typically uses its WACC rate when analyzing business cases for different investments; therefore, it applied the WACC rate in the Original Rate Model to reflect an “investment perspective” for comparability at that time with other EV charging providers in the market.⁴⁴ Upon subsequent review, BC Hydro considers that WACD is more appropriate because its rates are comparable to those of other EV charging service providers and WACD represents BC Hydro’s actual financing

⁴³ Exhibit B-1, p. 22.

⁴⁴ Exhibit B-4, BCUC IR 2.1; Exhibit B-6, RCIA IR 2.3.

cost for capital expenditures.⁴⁵ BC Hydro also submits that use of WACD aligns with Direction No. 8 to the BCUC,⁴⁶ pursuant to which it does not collect a return on equity on capital expenditures.⁴⁷

The table below summarizes the 10-year forecast R/C ratio using both WACD and WACC, assuming a proposed rate increase of 5 percent in both scenarios:

Table 2: Comparison of 10-Year Forecast R/C Ratio using WACC and WACD⁴⁸

	WACD	WACC
10-Year Forecast R/C Ratio	102.2%	97.8%

BC Hydro explains that if WACC is used to calculate financing costs, an increase of 8.8 percent in the fast-charging rate in Fiscal 2027 would be required to achieve a 10-year forecast R/C ratio of 100 percent, before considering BC Hydro’s approved general rate increase for Fiscal 2027.⁴⁹

In the 2025 Rate Model, BC Hydro also included additional financing costs on pre-purchase of EV charging equipment.⁵⁰ BC Hydro explains that it pre-purchased certain EV charging equipment in 2024 and 2025 to support the scaling of its EV charging network and to mitigate price uncertainties. However, this action led to higher-than-anticipated financing costs for BC Hydro in Fiscal 2025.⁵¹ BC Hydro confirmed that this pre-purchased EV charging equipment will be fully deployed by the end of Fiscal 2027, despite its reduced charging station deployment plan.⁵²

Positions of Parties

RCIA [REDACTED] commented on the use of WACD and WACC to calculate the 10-year forecast R/C ratio.

RCIA argues that the use of WACD over WACC artificially enhances the 10-year forecast R/C ratio relative to what the BCUC approved in the 2024 Decision. RCIA submits that rates should be set to remain closer to the originally approved cost recovery targets based upon WACC, which incorporates risk in a more appropriate manner.⁵³

⁴⁵ Exhibit B-4, BCUC IR 2.1.

⁴⁶ *Utilities Commission Act*, Direction No. 8 to the BCUC, Last amended July 15, 2024 by B.C. Reg. 236/2024, retrieved from: https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/24_2019.

⁴⁷ Exhibit B-1, p. 22. Section 3 of Special Direction 8 to the BCUC states that “In regulating and setting rates for [BC Hydro] for F2020, F2021, F2022, F2023, F2024, F2025, F2026 and F2027, the [BCUC] must ensure that those rates allow [BC Hydro] to collect sufficient revenue in each fiscal year to enable [BC Hydro] to achieve an annual rate of return on deemed equity that would yield a distributable surplus of \$712 million.”

⁴⁸ Exhibit B-4, BCUC IR 2.1.

⁴⁹ Exhibit B-4, BCUC IR 7.3.

⁵⁰ Exhibit B-1, pp. 22–23.

⁵¹ Exhibit B-1, pp. 22–23.

⁵² Exhibit B-4, BCUC IR 1.1; Exhibit B-6, RCIA IR 3.1.

⁵³ RCIA Final Argument, p. 9.

[REDACTED]

In reply to RCIA, BC Hydro submits that both WACC and WACD are valid methods to calculate financing costs. It reiterates that while WACC was applied in the Original Rate Model to apply an investment perspective and to provide comparability with other EV charging providers in the market, WACD reflects BC Hydro’s actual financing costs for its public EV charging service following deployment of its EV charging stations.⁵⁶

[REDACTED]

Panel Determination

The Panel considers that both WACC and WACD offer different perspectives for calculating financing costs and neither method is inherently incorrect or preferable. As noted by BC Hydro, WACC was used in the Original Rate Model to enable comparability with other EV charging providers in the market, while BC Hydro now considers the use of WACD to be more appropriate, as it reflects BC Hydro’s actual financing costs for its EV charging service. Given this change, the Panel finds that it would be useful for BC Hydro to provide, for comparison purposes, the 10-year forecast R/C ratio using both WACC and WACD for future evaluations of BC Hydro’s EV charging service rates. Accordingly, the Panel includes direction in Section 2.2 of this decision for BC Hydro to provide the forecast R/C ratio using both financing methods in future evaluation reports.

Since BC Hydro will be providing the forecast R/C ratio using both financing methods such that any differences are transparent, [REDACTED]

[REDACTED]

[REDACTED], the Panel considers that pre-purchase of equipment is a prudent procurement strategy that minimizes price uncertainty and inflation and helps ensure timely deployment of EV charging infrastructure in accordance with BC Hydro’s service plan.

2.1.3 Overall Determination on Proposed Rate Increase

BC Hydro submits that its proposed 5 percent increase to the fast-charging rate will increase the 10-year forecast R/C ratio from 99.2 percent to 102.2 percent, while a 1.4 percent increase to the fast-charging rate will increase the 10-year forecast R/C ratio to 100 percent.⁵⁷ When combined with BC Hydro’s approved general rate increase for Fiscal 2027, BC Hydro’s proposed fast-charging rate will increase from its current rate of 36.09 cents per kilowatt-hour (kWh) to 39.32 cents per kWh, which is lower than the overall mid-point of other EV-charging service providers’ fast-charging rates.⁵⁸

⁵⁴ BCOAPO Confidential Final Argument, p. 3.

⁵⁵ BCOAPO Confidential Final Argument, pp. 4–5.

⁵⁶ BC Hydro Reply Argument, p. 7.

⁵⁷ Exhibit B-1-2, p. 3; Exhibit B-4, BCUC IR 7.3.

⁵⁸ Exhibit B-1, pp. 3–4, Appendix E, p. 6.

During the proceeding, parties also explored the impacts of a 6 percent increase to the fast-charging rate. BC Hydro explained that a 6 percent increase would increase the 10-year forecast R/C to 102.8 percent. Further, when combined with BC Hydro’s approved general rate increase for Fiscal 2027, the overall rate increase would be 10 percent, resulting in a proposed fast-charging rate of 39.70 cents per kWh, or an average increase of 84 cents per charging session.⁵⁹

BC Hydro submits that its proposed rate increase of 5 percent is reasonable because it restores the 10-year forecast R/C ratio to approximately 100 percent and results in a fast-charging rate that is comparable to that of other service providers.⁶⁰ BC Hydro is not advocating for a lower rate increase because it could increase the risk of cost recovery becoming too heavily back-end loaded over the 10-year levelized period.⁶¹

Positions of Parties

BCSEA-VEVA supports BC Hydro’s proposed rate increase of 5 percent for its fast-charging rate, while both RCIA and the CEC recommend a higher rate increase.⁶² BCOAPO, on the other hand, submits that the proposed rate increase should not be approved, as it is unfair to early-year ratepayers.⁶³

RCIA recommends a rate increase of 6 percent because this further mitigates the risk of back-end cost recovery and, in terms of increase per charging session, the difference between a 5 and 6 percent increase is not material. Although a 6 percent rate increase, once combined with BC Hydro’s approved general rate increase for Fiscal 2027, would be at the “rate shock” threshold of 10 percent, RCIA submits that EV charging is not a “monopolistic essential service”. Accordingly, EV charging customers have alternatives which mitigate any rate shock concerns through competitive substitution.⁶⁴

Similarly, the CEC recommends a rate increase of at least 6 percent because it would reduce the risk of cross-subsidization from non-EV ratepayers while not negatively impacting EV charging participation or revenue.⁶⁵ The CEC also states that BC Hydro’s target of remaining below the “mid-point” of other EV service providers’ rates is not an appropriate target and instead, BC Hydro should strive to remain near the “mid-point” of other EV service providers’ rates, which would require a rate increase higher than 6 percent.⁶⁶

In reply to RCIA’s and the CEC’s recommended rate increase of 6 percent, BC Hydro states that while its proposed rate increase of 5 percent is reasonable, it is also amenable to a 6 percent rate increase. A 6 percent rate increase would further contribute to mitigating cost under-recovery in the earlier years of the 10-year levelized period while the overall rate increase for EV customers would not exceed the rate shock threshold of 10 percent.⁶⁷

⁵⁹ Exhibit B-6, RCIA IR 7.1.

⁶⁰ Exhibit B-1, p. 4.

⁶¹ Exhibit B-4, BCUC IR 7.3.

⁶² BCSEA-VEVA Final Argument, p. 1; RCIA Final Argument, p. 7; the CEC Final Argument, p. 12.

⁶³ BCOAPO Final Argument, pp. 11–13.

⁶⁴ RCIA Final Argument, pp. 10–12.

⁶⁵ The CEC Final Argument, pp. 12–13.

⁶⁶ The CEC Final Argument, pp. 13–15.

⁶⁷ BC Hydro Reply Argument, pp. 3–4.

In contrast to the other interveners, BCOAPO suggests that any rate increase should not be approved until BC Hydro addresses the structural deficiencies embedded in its rate design⁶⁸ and submits that the proposed rate increase is unfair to early-year ratepayers who are being asked to pay higher costs in a contracting market.⁶⁹ BCOAPO further argues that BC Hydro’s analysis of rate shock is too “narrow” because it focuses on a single-year metric while ignoring cumulative impacts, and states that BC Hydro has not provided the evidence necessary to assess whether the proposed increase is fair, affordable or aligned with the public interest.⁷⁰

In reply to BCOAPO, BC Hydro submits that it disagrees with BCOAPO’s position that the current 10-year levelized rate design should be reassessed. This is because the BCUC accepted in the 2024 Decision that under-recovery of costs in the early years is an intended outcome of the levelized rate structure.⁷¹ BC Hydro reiterates that the purpose of its proposed increase to the fast-charging rate is to mitigate the cost under-recovery in the earlier years of the 10-year levelized period.⁷² BC Hydro also argues that the intent of this proceeding is not to re-examine the approved rate design and submits that it is currently premature to re-assess the 10-year levelized rate structure because it has been in place for less than two years and is designed to account for uncertainties while achieving full cost-recovery within a 10-year period.⁷³ Further, in reply to BCOAPO’s concerns around BC Hydro’s “narrow” analysis of rate shock, BC Hydro agrees that such analysis should consider cumulative impacts. However, as this is BC Hydro’s first evaluation report on its public EV charging service, this analysis should be reserved for future EV charging rate increase applications.⁷⁴

Panel Determination

The Panel approves a 6 percent increase to BC Hydro’s fast-charging rate set out in RS 4100, effective April 1, 2026. The Panel also directs BC Hydro to file tariff pages reflecting the approved fast-charging rate set out in RS 4100 with the BCUC by March 10, 2026 for endorsement.

The Panel finds a 6 percent increase for BC Hydro’s fast-charging rate to be reasonable. The Panel notes that the 10-year forecast R/C ratio has declined since the 2024 Decision due to updates to several key inputs and assumptions regarding the public EV charging service, as discussed in Section 2.1.1 of this decision. Consistent with the 2024 Decision,⁷⁵ the Panel recognizes that EV charging as a whole is an evolving service with many uncertainties related to, among other factors, key inputs and assumptions such as utilization patterns and long-term cost forecasts. Given these uncertainties, the Panel considers that a 6 percent increase to BC Hydro’s fast-charging rate at this time would adequately reduce the risk of needing to heavily back-end load cost recovery during the 10-year levelized period. Further, given the competitive nature of the EV fast-charging service market, the Panel is persuaded that the approved rate increase would not have an undue negative impact on EV charging service customers.

The Panel is not, however, persuaded by BCOAPO’s submission that a rate increase should be denied pending a re-assessment of the rate design. It is currently premature to re-assess the levelized rate design structure that

⁶⁸ BCOAPO Final Argument, p. 13.

⁶⁹ BCOAPO Final Argument, pp. 11–13.

⁷⁰ BCOAPO Final Argument, p. 9.

⁷¹ BC Hydro Reply Argument, p. 2; 2024 Decision, pp. 20–21.

⁷² BC Hydro Reply Argument, p. 13.

⁷³ BC Hydro Reply Argument, pp. 8–9.

⁷⁴ BC Hydro Reply Argument, pp. 12–13.

⁷⁵ 2024 Decision, p. 20.

was approved by the BCUC less than two years ago. It is also premature to assess “structural shifts” in the EV market at this time, given the dynamic regulatory landscape in the EV sector in BC. Regarding BCOAPO’s concern about BC Hydro’s limited rate shock analysis, the Panel acknowledges BC Hydro’s submission that while a cumulative rate shock analysis was not possible for the Evaluation Report, such analysis should be considered for future evaluation reports. Accordingly, the Panel provides further direction on this matter in Section 2.2 of this decision.

Ultimately, the Panel does not find it necessary to increase BC Hydro’s fast-charging rate beyond 6 percent at this time or for BC Hydro’s fast-charging rate to be pegged to the “mid-point” of other EV service providers’ rates, as suggested by the CEC. The Panel considers it foolhardy for BC Hydro to consistently strive to be at the mid-point of the EV charging service market, since any increases BC Hydro proposes may simply be met by competitors increasing their prices correspondingly to adjust for the market. Further, BC Hydro will be providing future reporting on the performance of its EV charging rates, as discussed in Section 2.2 below, and any additional rate adjustments can be considered at that time, if necessary. At this time, the Panel is satisfied based on the evidence that BC Hydro’s fast-charging rate would stay within range of competitors’ rates after implementing a 6 percent rate increase. Accordingly, there is no compelling reason to require BC Hydro to target the “mid-point” of other EV service providers’ rates in setting its own fast-charging rate.

2.2 Future Evaluation Reports

As discussed in section 1.5 above, in the 2024 Decision, the BCUC directed BC Hydro to file the Evaluation Report by August 31, 2025, and to include, among other things, certain items in the report regarding the performance of BC Hydro’s EV charging service rates.⁷⁶ These items are listed in the table below:

Table 3: Items Included in the Evaluation Report⁷⁷

	Evaluation Item
1.	The performance of the rates for public EV charging service, including the extent of cost recovery, charging session revenue, and extended stay charge revenue
2.	Public EV charging service statistics, such as station utilization rates, estimated LCFC revenue, and customer satisfaction metrics
3.	Progress and updates on BC Hydro’s deployment plan and on converting time-based rates to energy-based rate
4.	A request to the BCUC for approval of adjustment(s) to the public EV charging rates depending on how cost recovery is tracking relative to the assumptions in the Application
5.	A recommendation as to when the next evaluation report should be filed
6.	Details for cost of NACS [North American Charging Standard] connectors that BC Hydro is planning to adopt on new equipment orders as well as for retro-fitting existing charging stations

⁷⁶ 2024 Decision, pp. 25, 28.

⁷⁷ Exhibit B-1, Table 1, p. 5; 2024 Decision, pp. 25, 28.

7.	Network platform upgrade costs
8.	Update regarding the value of LCFC
9.	Update on energy-based cost (in ¢/kWh) of the greater-than-200 kW stations and Information on congestion experienced at higher power level stations
10.	Information on whether the extended stay charge should apply to public Level 2 chargers to alleviate congestion
11.	An updated survey of Level 2 and fast-charging rates offered by other EV service providers in BC Hydro’s service area
12.	Update on cost recovery showing the R/C ratios and any impacts on other ratepayer groups

In the 2024 Decision, the BCUC also noted that it would be more appropriate for BC Hydro to propose in the Evaluation Report the timing of the next evaluation report, rather than setting a reporting cadence in the 2024 Decision itself.⁷⁸ In the Application, BC Hydro proposes that an evaluation report be filed by August 31, 2027 (2027 Evaluation Report). BC Hydro states that an earlier filing deadline would not allow enough time for collection of meaningful data for tracking cost recovery. However, a later filing date increases the risk of cost under-recovery or over-recovery given the extent to which various inputs and assumptions have fluctuated during the first complete year of BC Hydro’s fast-charging rate and could continue to do so.⁷⁹

Positions of Parties

BCSEA-VEVA supports BC Hydro’s proposal for filing the 2027 Evaluation Report.⁸⁰ However, RCIA, the CEC and BCOAPO advocate for an earlier filing of the next evaluation report than BC Hydro proposes.

RCIA submits that annual evaluation reporting should continue until there is clear evidence that BC Hydro’s “actual performance tracks its forecasts within reasonable error bounds”, and states that reducing the frequency of reporting would weaken regulatory oversight at a point when cost recovery and cross-subsidization risks are at their highest. RCIA argues that the reporting period can be extended to biennial reporting once BC Hydro’s forecast R/C ratio and O&M cost targets are met in practice.⁸¹

The CEC submits that if a rate increase of less than 6 percent is approved by the BCUC, the next evaluation report should be filed within one year of the rate increase implementation (i.e. by April 1, 2027). Otherwise, the next evaluation report should be filed within two years of the rate increase implementation (i.e. by April 1, 2028).⁸²

⁷⁸ 2024 Decision, p. 28.

⁷⁹ Exhibit B-1, pp. 58–59.

⁸⁰ BCSEA-VEVA Final Argument, p. 1.

⁸¹ RCIA Final Argument, p. 13.

⁸² The CEC Final Argument, p. 20.

BCOAPO recommends the BCUC direct BC Hydro to file its next evaluation report within one year of the rate increase implementation if the BCUC approves BC Hydro's proposed rate increase.⁸³

In reply, BC Hydro reiterates that its proposed deadline for filing the 2027 Evaluation Report strikes the appropriate balance between the need for the collection of meaningful data in a dynamic industry and the ability to make rate adjustments, if necessary, if severe cost under-recovery persists.⁸⁴ However, in recognition of the need to closely monitor cost under-recovery in the earlier years of the 10-year levelized period, BC Hydro submits that it would be amenable to filing a truncated evaluation report by October 16, 2026, to inform any changes required to its EV charging rates for Fiscal 2028 (2026 Evaluation Report). BC Hydro submits that the scope of the 2026 Evaluation Report should be limited to:

- A report on BC Hydro's actual costs and revenues for its public EV charging service from May 1, 2025 to April 30, 2026;
- A proposal for a rate increase, if any, for Fiscal 2028, considering BC Hydro's actual costs and revenues for its public EV charging service from May 1, 2025 to April 30, 2026 and its anticipated Fiscal 2028 general rate increase; and
- A jurisdictional review similar to the information filed in Appendix D of the Evaluation Report.

For clarity, the 2026 Evaluation Report would not include the remainder of the items that were provided as part of the Evaluation Report in this Application, as listed in Table 3 above.

BC Hydro confirms that it will still file a more extensive evaluation report by August 31, 2027, which would include, among other things, customer response to rate increases, customer satisfaction metrics and survey results, an update on BC Hydro's deployment plan, and updates to forecast 10-year cost recovery.⁸⁵

Panel Determination

The Panel directs BC Hydro to file the 2026 Evaluation Report by October 16, 2026, with the information items proposed by BC Hydro and the following additions:

- a) BC Hydro must include a comparison of the 10-year forecast R/C ratio calculated using both its WACC and WACD; and**
- b) BC Hydro must include a rate impact analysis that reflects the cumulative impacts of the approved and proposed changes to BC Hydro's EV charging rates.**

The Panel finds that a filing deadline of October 16, 2026, for the 2026 Evaluation Report strikes an appropriate balance between regulatory oversight and efficiency. The EV market in BC is evolving rapidly, the impacts of which have already been reflected in the revised forecast R/C ratio results reported by BC Hydro in the Evaluation Report. Therefore, the Panel considers that the 2026 Evaluation Report can inform timely adjustment of rates in Fiscal 2028, if required. Since one of the main purposes of the evaluation framework is to assess the competitiveness of BC Hydro's rates with those of other EV service providers, the inclusion of a jurisdictional overview in the 2026 Evaluation Report as proposed by BC Hydro would be useful in informing whether a further

⁸³ BCOAPO Final Argument, p. 13.

⁸⁴ BC Hydro Reply Argument, p. 14.

⁸⁵ BC Hydro Reply Argument, p. 15.

rate adjustment is necessary at that time. Additionally, as explained above in Sections 2.1.2 and 2.1.3, respectively, of this decision, the Panel considers that information on the impact of different financing costs on the forecast R/C ratio and a cumulative rate shock analysis, as directed above, would be useful in the future evaluations of BC Hydro's EV charging rates.

The Panel directs BC Hydro to file the 2027 Evaluation Report by August 31, 2027, which is to include the items outlined in Table 3 above, with the following changes:

- a) BC Hydro is not required to report on the progress on converting time-based rates to energy-based rates;**
- b) BC Hydro is not required to report on its network platform upgrade costs;**
- c) BC Hydro must provide an overview of customer responses to the rate increase approved in this decision;**
- d) BC Hydro must propose the timing and contents of the evaluation reports to be filed subsequent to the 2027 Evaluation Report;**
- e) BC Hydro must include a comparison of the 10-year forecast R/C ratio calculated using both its WACC and WACD; and**
- f) BC Hydro must include a rate impact analysis that reflects the cumulative impacts of the approved and proposed changes to BC Hydro's EV charging rates.**

While the Panel considers that the items provided in the Evaluation Report as outlined in Table 3 above largely remain appropriate, certain modifications to this scope, as described above, are warranted for the 2027 Evaluation Report to enable the BCUC to continuously monitor the performance of BC Hydro's EV charging service rates. Specifically, since BC Hydro has transitioned to energy-based rates on May 1, 2024⁸⁶ and has completed its network platform upgrade in January 2024,⁸⁷ there is no need for continued reporting on these matters. As for the additional information items, either BC Hydro has agreed to provide that information already or, in the case of the different financing cost impacts on the forecast R/C ratio, the Panel has explained the need for that information in Section 2.1.2 above.

A filing deadline of August 31, 2027 for the 2027 Evaluation Report will enable BC Hydro to assess its updated 10-year forecast cost recovery results and the R/C ratio in further detail. It would be beneficial for BC Hydro to conduct this detailed assessment no earlier than in the 2027 Evaluation Report to allow enough time for BC Hydro to collect meaningful data to perform this work. The Panel notes that by that time, BC Hydro will have had approximately three years to track the progress of its forecast cost recovery over the 10-year levelized period. In the 2027 Evaluation Report, the Panel also expects BC Hydro to propose adjustments to the currently approved levelized rate design structure and/or alternatives if the cost recovery data indicates that such a re-examination is warranted. Further, the Panel considers that matters such as customer satisfaction metrics and BC Hydro's charging station deployment plan are better suited to be addressed in the 2027 Evaluation Report, as they require a longer data collection period to uncover meaningful insights and trends.

⁸⁶ Exhibit B-1, p. 10.

⁸⁷ Exhibit B-1, p. 9.

The Panel is not persuaded that the benefits of producing a comprehensive annual report on EV charging service, the costs of which will ultimately be borne by ratepayers, outweigh the cost, nor is this necessary. The Panel is satisfied that a limited evaluation report to be filed in 2026, followed by a more comprehensive report to be filed in 2027, as proposed by BC Hydro, adequately balances regulatory efficiency and the ability to implement timely rate adjustments to minimize the risk of cross-subsidization from non-EV ratepayers.

3.0 Other Matters

Having addressed BC Hydro’s approvals sought in the Application, the Panel now turns to certain other matters, including matters interveners raised during the proceeding and BC Hydro’s confidentiality request.

3.1 Other Matters Raised by Intervenors

BCOAPO submits that the BCUC should direct BC Hydro to identify the cost differential between clean-energy- and fossil-fuel-powered EV charging sites, to explain why these costs should be recovered through a uniform rate, to disclose to customers when a station is powered by fossil fuels, and to provide a transition plan to eliminate/reduce reliance on fossil-fuel-powered charging.⁸⁸

[REDACTED]

The CEC suggests that funds for BC Hydro’s Rate Pilot⁹¹ should be used to explore increases in price instead of monthly discounts.⁹² BC Hydro did not explicitly reply to this submission.

In reply to BCOAPO’s concerns about fossil-fuel-powered stations, BC Hydro submits that because its current deployment plan for EV charging stations aligns with the GRR requirements for a prescribed undertaking, there is no reason to develop a separate rate for public charging stations that are powered by fossil fuels.⁹³ [REDACTED]

[REDACTED] BC Hydro notes that pursuant to section 18(2) of the *Clean Energy Act*, all costs related to public EV charging stations that meet the prescribed undertaking requirements must be recovered from BC Hydro’s customers, not its shareholder.⁹⁴

Panel Discussion

The Panel finds that most of the interveners’ submissions above are not within the scope of the proceeding. As the Panel directed in Order G-235-25, the scope of this proceeding is limited to the approvals sought by BC

⁸⁸ BCOAPO Final Argument, pp. 5–7.

⁸⁹ BCOAPO Confidential Final Argument, pp. 5–6.

⁹⁰ BCOAPO Confidential Final Argument, pp. 6–7.

⁹¹ BC Hydro Public EV Charging Service Rates Pilot, Order G-166-25 dated July 3, 2025.

⁹² The CEC Final Argument, p. 20.

⁹³ BC Hydro Reply Argument, pp. 10–12.

⁹⁴ BC Hydro Reply Argument, pp. 13–14.

Hydro as part of its Application, including the requested rate increase and the date of filing of its next evaluation report.

Accordingly, the Panel declines to opine on the use of fossil fuels at some of BC Hydro's EV charging stations since this has no direct impact on the proposed rate increase. [REDACTED]

[REDACTED] As for the appropriateness of the current EV rate design, the Panel expects that BC Hydro will, in its 2027 Evaluation Report, re-assess its currently approved levelized rate design structure and/or propose alternatives if the cost recovery data to that point supports such a full-scale re-examination. Regarding the CEC's recommendations for use of BC Hydro's Rate Pilot, the Panel notes that the BCUC has already approved a framework for the review of the Rate Pilot by Order G-275-24 and the CEC had the opportunity to make such suggestions in that proceeding.

3.2 Confidentiality Request

BC Hydro filed portions of the Application and the live Excel working model (Appendix A to the Application) confidentially and submits that they contain commercially sensitive detailed station utilization, deployment plan and vendor cost information. BC Hydro requests that these materials be held confidential on an ongoing basis until otherwise determined by the BCUC because they contain commercially sensitive information, disclosure of which could harm BC Hydro's market competitiveness and future negotiating position.⁹⁵

During the proceeding, certain other documents, including IRs, responses to IRs and a version of BCOAPO's final argument (Confidential Final Argument),⁹⁶ were also filed by parties on a confidential basis. In BC Hydro's reply argument, it notes that while BCOAPO's Confidential Final Argument discusses some confidential information, most of that argument is not confidential.⁹⁷

Positions of Parties

No parties opposed BC Hydro's confidentiality request.

Panel Determination

Given BC Hydro's submission that most of BCOAPO's Confidential Final Argument is not confidential, the Panel considers that further submissions from BCOAPO (now known as COSCO)⁹⁸ are required prior to a final determination on confidentiality. Accordingly, **the Panel directs COSCO to file, by March 9, 2026, the following:**

- 1) Confirmation that the Confidential Final Argument does not contain confidential information beyond those information items for which BC Hydro is seeking confidential treatment, or an explanation otherwise; and**
- 2) A proposed redacted version of the Confidential Final Argument that the BCUC may make publicly available.**

⁹⁵ Exhibit B-1, Cover Letter, p. 2.

⁹⁶ BCOAPO filed both a public and a confidential final argument.

⁹⁷ BC Hydro Reply Argument, p. 2, Footnote 2.

⁹⁸ The intervener that previously participated under the name "BCOAPO" is now referred to as "COSCO" as explained in Exhibit A-5 and Section 1.3 of this decision.

The unredacted version of this decision will be held confidential pending a final determination on confidentiality in this proceeding.

The Panel reminds COSCO that, pursuant to Rule 23.01 of the BCUC Rules of Practice and Procedure, a party wishing to keep information in a document confidential must file, where possible, a proposed redacted version of the document that the BCUC may make publicly available.⁹⁹ In this instance, the Panel expects that COSCO's redactions will be limited to specific words, phrases, or numbers that require confidential treatment.

DATED at the City of Vancouver, in the Province of British Columbia, this 23rd day of February 2026.

Electronically signed by Anna Fung

A. K. Fung, KC
Commissioner

⁹⁹ BCUC Amendments to the Rules of Practice and Procedure, Order G-192-25 dated August 7, 2025.

British Columbia Hydro and Power Authority
Public Electric Vehicle Charging Service Rates Year One Evaluation Report

LIST OF ACRONYMS AND TERMS

Acronym	Description
2024 Application	BC Hydro's Public EV Charging Service Rates Application filed on July 28, 2023, seeking BCUC approval of Rate Schedule 4100 for time-based and energy-based public electric vehicle charging rates and the establishment of a separate class of service for its Public EV Charging Service
2024 Decision	Decision and Order G-67-24 dated March 13, 2024 for the BC Hydro Public EV Charging Service Rates proceeding
2025 Rate Model	BC Hydro's revised forecast cost recovery results in its updated rate model in the Application
2026 Evaluation Report	BC Hydro evaluation report on its public EV charging service with a limited scope to inform of any changes required to BC Hydro's EV charging rates for Fiscal 2028
2027 Evaluation Report	BC Hydro evaluation report on its public EV charging service
Application or Evaluation Report	BC Hydro's Year One Evaluation Report on its Public EV Charging Service Rates filed to the BCUC on August 29, 2025
BC	British Columbia
BC Hydro	British Columbia Hydro and Power Authority
BCOAPO	British Columbia Old Age Pensioners' Organization, Council of Senior Citizens' Organization of BC, Active Support Against Poverty, Disability Alliance BC, Tenants Resource and Advisory Centre, and Together Against Poverty Society
BCSEA-VEVA	BC Sustainable Energy Association and Vancouver Electric Vehicle Association
BCUC	British Columbia Utilities Commission
CEA	<i>Clean Energy Act</i>
CFRC	Clean Fuel Regulations Credits
Confidential Final Argument	BCOAPO's final argument filed on a confidential basis on December 22, 2025
COSCO	Council of Senior Citizens' Organizations of BC, Active Support Against Poverty, Disability Alliance BC, Tenants Resource and Advisory Centre, and Together Against Poverty Society

Acronym	Description
EV	Electric vehicle
EV Inquiry	BCUC Inquiry into the Regulation of EV Charging Service that resulted in a BCUC phase 1 report dated November 26, 2018 and a BCUC phase 2 report dated June 24, 2019
Fiscal 2027	April 1, 2026 to March 31, 2027
Fiscal 2028	April 1, 2027 to March 31, 2028
GGRR	Greenhouse Gas Reduction (Clean Energy) Regulation
Idle Fee	Level 2 charging rate, extended stay charge
IR	Information request
kWh	Kilowatt-hour
LCFC	Low Carbon Fuel Credit
O&M	Operating and maintenance
Original Rate Model	Rate model provided in the 2024 Application
R/C	Revenue-to-cost
RCIA	Residential Consumer Intervener Association
RS	Rate Schedule
the CEC	Commercial Energy Consumers Association of British Columbia
WACC	Weighted average cost of capital
WACD	Weighted average cost of debt

British Columbia Hydro and Power Authority
Public Electric Vehicle Charging Service Rates Year One Evaluation Report

EXHIBIT LIST

Exhibit No.	Description
<i>BCUC DOCUMENTS</i>	
A-1	September 23, 2025 – Panel Appointment
A-2	September 26, 2025 – BCUC Order G-235-25 establishing a regulatory timetable and proceeding scope
A-3	October 23, 2025 – BCUC Information Request No. 1 to BC Hydro
A-4	CONFIDENTIAL – October 23, 2025 – BCUC Confidential Information Request No. 1 to BC Hydro
A-5	January 12, 2026 – BCUC letter regarding BCOAPO name change
<i>APPLICANT DOCUMENTS</i>	
B-1	PUBLIC – August 29, 2025 – BRITISH COLUMBIA HYDRO AND POWER AUTHORITY (BC HYDRO) – BC Hydro Public Electric Vehicle Charging Service Rates Year One Evaluation Report
B-1-1	CONFIDENTIAL – August 29, 2025 – BC Hydro Public Electric Vehicle Charging Service Rates Year One Evaluation Report
B-1-2	PUBLIC – November 24, 2025 – BC Hydro submitting Errata No. 1 to the public application
B-1-3	CONFIDENTIAL – November 24, 2025 – BC Hydro submitting Errata No. 1 to the confidential application
B-2	October 2, 2025 – BC Hydro submitting confirmation of public notice in compliance with Directive 4 of G-235-25
B-3	October 20, 2025 – BC Hydro submitting confirmation of social media posts in compliance with Order G-235-25
B-4	PUBLIC – November 24, 2025 – BC Hydro submitting response to BCUC Information Request No. 1

Exhibit No.	Description
B-4-1	CONFIDENTIAL – November 24, 2025 – BC Hydro submitting response to BCUC Information Request No. 1
B-5	CONFIDENTIAL – November 24, 2025 – BC Hydro submitting response to confidential BCUC Information Request No. 1
B-6	PUBLIC – November 24, 2025 – BC Hydro submitting response to Interveners Information Request No. 1
B-6-1	CONFIDENTIAL – November 24, 2025 – BC Hydro submitting response to Interveners Information Request No. 1
B-7	CONFIDENTIAL – November 24, 2025 – BC Hydro submitting response to confidential Interveners Information Request No. 1

INTERVENER DOCUMENTS

C1-1	October 13, 2025 – BRITISH COLUMBIA SUSTAINABLE ENERGY ASSOCIATION (BCSEA) AND VANCOUVER ELECTRIC VEHICLE ASSOCIATION (VEVA) (BCSEA-VEVA) – Request to Intervene by Thomas Hackney
C1-2	October 28, 2025 – BCSEA-VEVA submitting Confidentiality Declaration and Undertaking Form
C1-3	November 3, 2025 – BCSEA-VEVA submitting Information Request No. 1 to BC Hydro
C2-1	October 16, 2025 – COMMERCIAL ENERGY CONSUMERS ASSOCIATION OF BRITISH COLUMBIA (CEC) – Request to Intervene by David Craig
C2-2	October 27, 2025 – CEC submitting Confidentiality Declaration and Undertaking Form
C2-3	PUBLIC – November 3, 2025 – CEC submitting Information Request No. 1 to BC Hydro
C2-4	CONFIDENTIAL – NOVEMBER 3, 2025 – CEC SUBMITTING INFORMATION REQUEST NO. 1 TO BC HYDRO
C3-1	OCTOBER 16, 2025 – RESIDENTIAL CONSUMER INTERVENER ASSOCIATION (RCIA) – REQUEST TO INTERVENE BY ABDULRAHMAN ABOMAZID
C3-2	OCTOBER 31, 2025 – RCIA SUBMITTING CONFIDENTIALITY DECLARATION AND UNDERTAKING FORM

Exhibit No.	Description
C3-2-1	November 3, 2025 – RCIA submitting additional Confidentiality Declaration and Undertaking Form
C3-3	PUBLIC – November 3, 2025 – RCIA submitting Information Request No. 1 to BC Hydro
C3-4	CONFIDENTIAL – November 3, 2025 – RCIA submitting Information Request No. 1 to BC Hydro
C4-1	October 29, 2025 – BRITISH COLUMBIA OLD AGE PENSIONERS’ ORGANIZATION ET AL. (BCOAPO) – Request to Intervene by Irina Mis
C4-2	October 31, 2025 – BCOAPO submitting Confidentiality Declaration and Undertaking Form
C4-3	November 3, 2025 – BCOAPO submitting Information Request No. 1 to BC Hydro
C4-4	January 7, 2026 – BCPIAC submission regarding BCOAPO and change in client organizations